THRUST

NUMBER 12 DECEMBER 1961 VOLUME 3

FAA Library

From the desk of the Assistant Administrator

It has been often said that the highest blessings of Christmas lie in the opportunity to give rather than in the anticipation of receiving. The measure of maturity in our view of the Christmas season is the extent to which we have laid aside child-like delights in the gift and found the deeper and more enduring satisfaction which flows from giving. While many Americans may be concerned these days with Christmas bonuses or gifts in many other forms, we would do well to reflect soberly whether there exists for us opportunity for more complete giving, - whether there is a measure of dedication which we have to date denied our country - whether we are capable of more intensive devotion and vigorous attention to our respective responsibilities.

The nation was charged with a sense of challenge when President Kennedy, upon assuming office, called upon all Americans to consider not what they can get from their country but what they can contribute. I believe that opportunity to serve is the most compelling motivation which exists in government employment - that the opportunity to commit our talents and our efforts to the greatest public good is the source of the most satisfying rewards of Federal service. And, paradoxical though it may appear, I believe that each of us in the FAA, in the final accounting, will have reaped a richer reward through a complete dedication to our common objective in the public interest rather than through pursuit of individual personal gain.

If ever the phrase "these are challenging times" was appropriate, I believe it is now. With the nation challenged as it is at home and abroad, with our people subject to intense and critical scrutiny the world over, with our economy strained by a ruthless and militant competition, with our democratic institutions and our governmental structure questioned, if not ridiculed, in many quarters, words do not suffice to meet the challenge. In fact, defensive words alone serve but to antagonize or to induce contempt. The need of the day is for dedication and commitment - for a demonstration that there exist in this government a vigor and sense of duty that belie charges of lethargy and indifference. The need is for a more complete giving of ourselves to the duty which is ours in the Government of the United States.

Oscar Bakke

POSITION CLASSIFICATION

This is the first of a series of articles dealing with the subject of position classification.

The pay you receive as a Federal employee is one of the most important incentives you have for doing your job well. But even more important for your morale is the fact that your pay compares fairly with the pay of other employees who do related work.

Most of us believe that our pay is somehow determined by a system known as position classification. But the principles and operations of this classification system may not be so well known. This series of articles has been written to meet this need - to explain how classification affects you and your job.

To begin with, classification and pay are not the same although they are closely related.

Position classification is the method used to systematically arrange positions into classes on the basis of their kind or subject-matter of work, level of difficulty and responsibility, and qualification requirements. A position is a group of current duties established by competent administrative authority for performance by one person. A position may be filled or vacant.

Pay administration deals with the establishment of salary rates for different grades with a view towards providing "equal pay for substantially equal work." Pay changes are often made by methods (e.g., Act of Congress or Wage Surveys) which do not affect the classification relationship between positions whatsoever.

To summarize, position classification is the method used to grade positions; pay administration is the method used to establish salary rates for each grade.

ATTENTION, GOVERNMENT DRIVERS.....

P. L. 87-258 passed September 21, 1961 provides for the defense of suits against Federal employees arising out of their operation of motor vehicles in the scope of their employment.

This law provides protection for a government employee who is sued as an individual, in a state court, for an accident he had while operating a government vehicle within the scope of his employment. Should an action be brought against the employee, the government will ask that the matter be transferred to a district court of the U. S. and the proceeding deemed a tort action brought against the U. S.

In effect, this act removes the danger that an employee may be found pecuniarily responsible for an accident while operating a government vehicle within the scope of his employment.

FAA's NON— DISCRIMINATION POLICY

The Federal Aviation Agency Employment Policy requires that the highest standards of democracy be maintained and that every employee and every applicant for employment receive equal treatment and opportunity based solely on consideration of merit and fitness.

In accordance with the provisions of Executive Order 10590 and the FAA policy, set forth in Agency Order 66 and Agency Practice 3-713, there shall be no discrimination within the Federal Aviation Agency against or in favor of any employee or any applicant for employment because of race, color, religion or national origin.

Placards defining the FAA policy and procedures relative to filing a complaint of discrimination have been distributed to all Eastern Region major field facilities for posting, and are also prominently displayed in selected locations within the Federal Building.

Removal of these placards is prohibited without prior approval of the Eastern Region Assistant Employment Policy Officer, Mr. Stanley W. Bobskill, EA-5.

THRUST

Vol. 3, No. 12 Dec. 1961 Page 4

THE OFFICIAL EMPLOYEE PUBLICATION OF THE EASTERN REGION, FEDERAL AVIATION AGENCY. HEADQUARTERS: FEDERAL BUILDING, NEW YORK INTERNATIONAL AIRPORT.

ASSISTANT ADMINISTRATOR
Oscar Bakke

DEPUTY ASSISTANT ADMINISTRATOR
Wayne Hendershot

SPECIAL ASSISTANT FOR COMMUNITY RELATIONS
Stanley W. Bobskill

PUBLIC AFFAIRS OFFICER & EDITOR
Robert L. Fulton

ASSOCIATE EDITOR
James R. Ean

photography
Joseph Gyimoty

art
Michael D. Bellezza

printing
Thomas J. Travaglini

REPORTERS

DICK GALE	HARRY ROSENTHAL
FRANK HELLER	GRACE SABATO
EILEEN HUSSEY	HOWARD SIMCOX
DONNA LEWANDOWSKI	ESTHER SULZER
MARGUERITA MCLEAN	CHESTER TALIX
FELICIA ORIOLES	BERNARD UNGER

EDITORIAL

Now that the Christmas issue has gone to bed (that's a printing term), we can sit back and relax until early January. Our November issue of THRUST caused quite a bit of comment--from Thomas Travaglini (Printing and Publications Unit)..."Hold it down to 12 pages next time, Bob, if you can"...from Carol Kreuzburg (secretary)..."I expected more"...from Tony Aliffi (Acting Chief, Management Services)..."How much is this going to cost us?"...from Mike Cahill (Publishing and Graphics Section)..."Gotta watch those deadlines"...from Hy Kaplan (Training Branch)..."Please don't change my captions"...from Eileen Demchuk (Public Affairs)..."You could have used a better picture of me"...from Angelo Narciso (Communications/Radar Unit)..."What happened to the story I gave you?"...and finally from Bill Siegmund (Chief, Administrative Services Branch)..."Thank God it's over"...

The Christmas issue of THRUST posed about the same old problems, not enough copy and photos until after the deadline date and not enough information coming in from field activities.

THRUST is your Regional news medium. Make use of it. Remember if you have a good story or good photos or a newsworthy item about yourself or other FAA personnel, sent it in. Our deadline date for copy is the 15th of every month. Join the family--let's get acquainted.

THE COVER

Sketched by our own Adrienne Gerbino (Procurement Section, Aviation Facilities Division) THRUST's Christmas cover portrays Santa and his reindeer gamboling over FAA's Eastern Region headquarters at Idlewild Airport.

Dr. William R. Albers...brings FAA'ers up to date on the happenings in the Aviation Medical Service Program since the last issue of THRUST.....

In the next several issues of Thrust we are going to describe briefly some of the interesting programs conducted by the Aviation Medical Service. We would like you to know what AMS is doing in its office at the end of the hall on the 2nd floor of Regional Headquarters. Some of the activities will no doubt surprise you.

AIRCRAFT ACCIDENT INVESTIGATION

One of our most intriguing activities is Aircraft Accident Investigation. In this program we assist the Civil Aeronautics Board and the Flight Standards Division in evaluating whether or not Human Factors were involved in an accident. Briefly, this means that we attempt to rule in or rule out human failure; that is, incapacitation of the pilot or crew prior to the crash, as a contributing cause. We also study injuries and correlate them with structure, equipment, and safety devices with a view to discovering means of making more accidents survivable.

SIGNIFICANCE OF HUMAN FACTORS

For the past five years or so human factors evaluations have been made in the larger air carrier crashes, but there simply was not enough of a staff to even begin to study the all too numerous general aviation (light plane) accidents. Within the past year we have developed, in close cooperation with the Civil Aeronautics Board and Flight Standards Division, a program which enables us to evaluate human factors in all fatal general aviation accidents in our region. The success of this program depends upon 400 of our Aviation Medical Examiners who have volunteered to do this work without remuneration.

PROCEDURES

On hearing of an accident, the FAA General Aviation Inspector calls the nearest volunteer aviation medical examiner who then proceeds to the scene. This physician studies the crash scene and does a crash injury study. He arranges for, and participates in, an autopsy which is not the normal type of post-mortem examination, but is a carefully detailed study and search for evidence of death or incapacitation by the pilot or crew before impact. He discusses the accident with the CAB Investigator and FAA Inspector to learn their impressions as to probable causes of the accident. If he uncovers a medical clue, he passes this information on to them. We have available in the Eastern Region six specially-trained forensic aviation pathologists who can be called to go the the scene and participate in an autopsy study. Careful toxicological (chemical) and microscopic studies are also done. For this purpose, we have available to us the excellent laboratory facilities of the Armed Forces Institute of Pathology.

FINAL COORDINATION

When all these studies are complete, the Regional Flight Surgeon sits down with the Civil Aeronautics Board Investigator and Flight Standards Division representative and evaluates these findings, coordinating them with information gleaned by the careful study of powerplants, instruments, aircraft structure, weather, history of the flight, etc. A decision is then reached as to whether or not human factors were involved in the accident.

Although the program has not been in operation too long, we have been able to prove human factors as the primary cause in several general aviation fatal accidents. These proven human factors have ranged from acute coronary heart attacks to alcoholic intoxication

Through this program the Aviation Medical Service is helping the FAA to continue gains toward its ultimate goal of increasing aviation safety.

R. O. Notes

BACK FROM SCHOOL.....

Mr. Thomas Lynch, Chief of Materiel Branch, attended the Executive School in Charlottsville, Va. Mr. Jim O'Brien, Assistant Chief, Materiel Branch, recently back from a course at the First Management Institute, Ft. Monroe, Va.

RECRUITMENT DISCUSSION

Richard A. Farrell, Chief, Personnel and Training Division, discussed FAA recruitment activities at the Federal Personnel Conference, Governors Island, New York.

CHRISTMAS CHEER?....hic!

I had 12 bottles of whiskey in my cellar, and my wife told me to empty the contents of each and every bottle down the sink or else. So I said I would, and proceeded with the unpleasant task.

I extracted the cork from the first bottle, poured the contents down the sink, with the exeption of one glass which I drank. I extracted the cork from the second bottle and did likewise, with the exception of one glass which I drank. I then withdrew the cork from the third bottle and emptied the good old booze down the sink with the exception of one glass which I drank. I pulled the cork from fourth sink and poured the bottle down the glass, which I drank.

I pulled the bottle from the cork of the next and drank one sink out of it, and poured the rest down the glass. I pulled the sink out of the next glass and poured the cork down the bottle. I pulled the next cork out of my throat and poured the sink from the bottle and drank the glass. Then I corked the sink with the glass, bottled the drink and drank the cork. When I had everything emptied out, I steadied the house with one hand, counted the bottles, corks and glasses with the other, and there were 29. To be sure, I counted them again when they came around, and I had 74. And as the houses came by I counted them again and finally I had all the houses and bottles and corks and glasses counted, except one house, which I drank. (Henpecked)

REGION'S SUCCESSFUL BLOOD BANK DRIVE

The Regional Headquarter's recent blood bank drive owes a great part of its success to the following committee members who have rounded up regional personnel willing to donate blood for the Inter-County Blood Bank: Margaret Sanborn, Virginia LaRocco, Frances Graf, Patricia Kowalewski, Joy Wiggers, Carl Courtemanche, Carol Griglik, Rita McLean, Philip Pollini, Mary Quinn, Richard Pearston, Virginia Cipolla, Nathan Messerer, Joseph George, Lucy Carrese, Alfred McDonough, Barbara Rossol, Maria Parisi, Richard F. Gale, Ida Engle, Roy Purdy, Gerald Collins, Anthony Catalano.

.....CHRISTMAS POEM.....

THE STORES CHOCK FULL OF PRETTY GIFTS
THE BUSTLE OF THE THRONGS...
THE SENSE OF EXPECTANCY EVERYWHERE
THE NOSTALGIA OF YULETIDE SONGS.

THE CHILDREN'S DREAMS OF SANTA CLAUS
THEIR CHANTING ENDLESSLY
FOR TOYS THEY'VE DREAMED OF ALL YEAR LONG
TO FIND BENEATH THEIR TREE.

THE WRITING OF SO MANY CARDS
THE NOTES TO ASK-"WHAT'S NEW...
THE GREETINGS RECEIVED-THO ONCE A YEAR
THE WARMTH OF FRIENDSHIP TRUE.

THE TANGY AIR-SO CLEAR-SO CRISP
THE SIGHT OF FALLING SNOW...
THE TWINKLE OF THE STARS ABOVE
THAT "WINK"-AS IF THEY KNOW!

THE FUN IT IS TO TRIM THE TREE
THE SCENT THAT PINE TREES MAKE...
THE TINSEL THAT'S NEVER QUITE ENOUGH
THE BULBS THAT ALWAYS BREAK.

BUT MOST OF ALL-THE JOY AND PEACE
THAT SOON WILL COME OUR WAY
WHEN ONCE AGAIN THE WORLD WILL KNOW
THAT IT IS CHRIST'S BIRTHDAY...

Vivian Barone
(Boston Center)

PRESIDENT CUTS GOVERNMENT OPERATING COSTS

President Kennedy has called on Federal departments and agencies to effect economies in their operations through increased productivity, improved employee utilization, and better planning and management.

The President specifically called on agencies to hold down the number of Federal employees to the "absolute minimum" needed for the work that must be done. He asked the heads of departments and agencies "to exercise the maximum care in scrutinizing all expenitures, tightening requirements, postponing the initiation of deferrable projects, and phasing out any acceleration of spending which was instituted as an anti-recession measure."

"I am especially desirous that new programs of expansions of existing programs be undertaken with caution and deliberation," he said. "I am also especially desirous that the number of Government employees be limited to the minimum consistent with getting the job done. There is no question that employment can be held substantially below the levels which would be possible under the funds authorized by the Congress if strong efforts are made to achieve increases in productivity and efficiency, to use better techniques of management and production, and to staff each activity with only the minimum number of employees needed to carry out our objectives. I expect each of you to make such efforts."

In response to reporters' questions, White House Press Secretary Pierre Salinger declined to say that this meant a reduction in force or a general freeze in Federal employment, but he did say that where a department or agency finds that a job can be done efficiently by fewer employees, there will be a reduction.

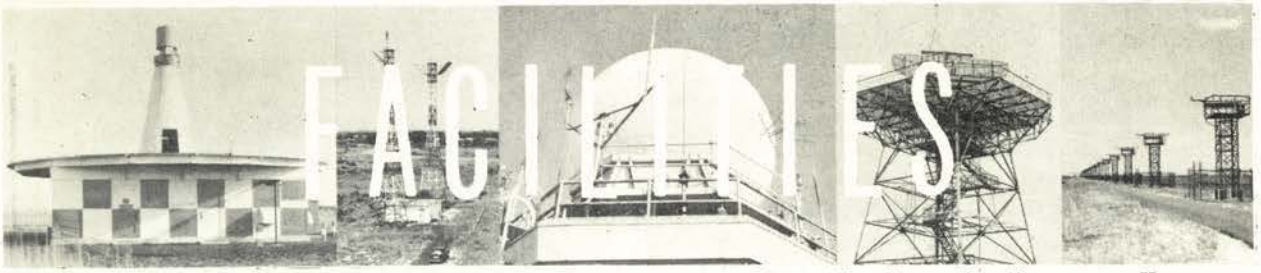
Washington reporters covering the story pointed out that the Government has to hire about 300,000 new employees annually to fill vacancies caused by retirements, resignations, deaths, dismissals for cause, etc., and asserted that the President's objectives could be largely achieved by not filling all vacancies caused by this normal attrition.

FLYING HIGH

Frank Kost, EA-465.7, Secretary-Treasurer of the AFS Flying Club after he became first member to solo.

Sunday, October 8, 1961, was a big day in Frank Kost's flying career. He became the first member of the newly formed AFS Flying Club to solo. The club was started late in July of this year when ten Regional engineers purchased an Aeronca 7AC from the Sperry Flying Club. The "Little Jewel" is hangared at Deer Park Airport in Commack, New York, where on any weekend you can find most of the members sitting on a rail at the fuel pump waiting for their chance to get in some flying time.

The membership of the club is Joseph Palamara, EA-460.6, President; Joe has his private pilot's license, as has Nick Carlis, EA-465.6. Secretary-Treasurer, Frank Kost, EA-465.7, whose smiling face is seen in the photograph, and Freddie Lanzaro, EA-453, have soloed. Still to solo are Lennie Soriero and Maurice Sasson, EA-460.4; Ed Roethel, EA-465.7; Arnold Beller, EA-465.6; Al Grigaitis, EA-460.3 and Hal Rothbart, who is now working for a New York City contractor.



Left to right - John O'Keefe; R. M. Brown, Chief, Aviation Facilities Div.; T. F. Lynch, Chief, Materiel Branch and John Sullivan.

"Men of ideas" are John Sullivan and John O'Keefe of the Purchasing Unit who received awards for suggestions regarding improvements in purchasing procedures. John Sullivan was the recipient of three awards and John O'Keefe received one award. Above photo shows happy expressions as awards are received.

The old adage "In Spring a Young Man's fancy turns to thoughts of love" isn't necessarily confined to that particular time of the year. With the coming of the autumn leaves, several lovely gals in Materiel Branch started sporting engagement rings, namely; Nanch Kreichman, Carol Todaro and Jean Morello. Jean's engagement to Herb Hertzner of the Aircraft and Avionics Maintenance Section, Hangar 11, adds another to the list of FAA romances.

It looks as if Pete Dowd, Materiel Specialist, is catching up to Eddie Cantor's record. Mrs. Dowd recently presented her hubby with their fourth daughter, Laurie Ann. Congratulations to the happy family.

The welcome mat is out to Dave Hanoka and Leonard LaRosa, newcomers to the FAA and Materiel Branch, both of whom transferred from the U. S. Army Engineers.

Most recent continental travelers are Mary Kwasnick and Lucy Carrese. Countries visited included France, Italy, Spain and Portugal. Most FAA old timers will remember Mary's sister, Elsie, a former employee who now lives in Lisbon and wishes to be remembered to her friends in FAA. (Lucy Carrese)

THE LESSON OF THE CRATE

It seemed an **unim**portant task, too trifling for a chief to ask,
A little thing, nor could he see, the need to do it thoroughly;
He fancied none could ever tell whether he did it very well,
Or slighted it, yet, truth to say, on him depended much that day.

He was to nail a wooden crate. No chance in that for splendor great;
No chance to prove his gift of skill, a thankless post was his to fill;
Well nailed or not, 'twould be the same, the world would never know his name;
And yet that wooden crate was filled with what had taken months to build.

He did not see or understand just what was passing 'neath his hand;
That as that wooden crate was nailed, a plan succeeded or it failed;
That miles away men stood in wait depending on that simple crate,
For not a wheel could turn or drive until it safely did arrive.

He drove his nails, and let it go, thinking that none would ever know
Whose hand had held the hammer there, or, knowing it, would ever care,
Yet in a few brief days there came the news that burned his cheeks with shame
"Broken in transit and we stay facing another month's delay."

Vain is the skill of workmen great; unless the boy that makes the crate
Shall give his best to driving nails, the work of all the others fails.
There is no unimportant task; whatever duty life may ask,
On it depends the greater plan - There is no unimportant man!

Colonel Walter P. Mace, DCS/OP, 26th North American Air Defense (NORAD) Region, Addresses opening session of three-day conference to discuss ways to increase efficiency of joint airspace use by NORAD interceptors and civilian aircraft within the 26th NORAD Region, and to refine identification procedures concerned with civilian and military aircraft. The conference was attended by more than 50 Air Force and FAA representatives.

Shown fourth from left at the head of the conference table is James R. Ducrest, Deputy Chief, Military Liaison Division, FAA Headquarters, Washington, D. C..Near Left: Jack Gregory, Facilities Security Officer, New York Center.

MUSIC, MAESTRO...

The life of an Air Traffic Controller may get hectic at times, but according to Lawrence Tremblay of Washington Center, it still beats the mad whirl of a professional musician'a lot. Speaking from his experience with one of the top bands in the country--Paul Weston's--in which he did a stint as second trumpet man, Larry also has had experience as leader of his own 8-piece dance band, playing dates around the country. A hitch in the Navy aboard the carrier Saratoga provided him with the opportunity to form another musical crew--the "Saratoga Serenaders"--a 15-piece outfit that soon became accustomed to playing dates anywhere in the world.

Larry's musical career started as a member of the famous University of Michigan marching band, which he would recommend highly to anyone interested in studying music. Always a devotee of dance music rather than concert style, Larry soon has formed his own band for the one-night stand circuits. The guueling pace of this life proved too much to continue into a career, but Larry recalls many pleasant memories, and allows that maybe he'll be able to warm up the old trumpet now and then when he moves from an apartment to a house of his own.

Miss Barbara Rossol, secretary to the Chief, Air Traffic Division. A sports enthusiast... (Barbara swims, skis, dances and travels) and loves to bake cakes and make candy.

NUPTIALS.....

Eileen Walsh of the Operations Branch (EA-570) and John Furlong, Operations Evaluation Branch (EA-510), Air Traffic Division, were married September 30, 1961. Air Traffic Division held a luncheon for them at the Seaway Idlewild Hotel on October 11. They honeymooned in Miami, Florida.

Eileen Pupino returned to the Operations Branch after maternity leave.

AIR TRAFFIC TWISTER

Sedate, quiet, Miss Elena DeLucia, of the Program Planning Branch, Air Traffic Division, won a prize in a "twist" contest recently.

NO HABLO INGLES

Two Argentinians, dealers for Piper Cub aircraft in Buenos Aires were forced to land because of bad weather a couple of weeks ago at the Black Moshannon State Airport. They went to Philipsburg for meals and lodging, and found the language barrier almost unsurmountable. But they found a friend in Larry Killen, of the FAA tower chief at the airport, who can speak Spanish fluently. All one of the men could say in English was, "I do not speak English," which doesn't help much anyway.

FSS FINDLAY, OHIO....

Practically the same "crew" that has held down the fort for the past few years Chief, W. L. Wagner, older but wiser. (?). W. J. (Sully) Sullivan, C. E. Bowman, G. L. Burson, J. H. (Pat) Patterson and L. G. Cook are the journeymen. N. A. (Norm) Lussier, E. C. Roediger and Y. L. (Buck) Weaver make up our very competent second line of defense. We've been in our new building almost a year now, and are enjoying it more and more each day. It is truly wonderful. Local FSS morale has been boosted by the recent up-grading adding to our feeling of Christmas cheer. (W. L. Wagner)

AIR TRAFFIC DIVISION

The Program Planning Branch welcomes two new members into its family circle. John L. Betts, formerly of the Cleveland Center, has assumed his duties in the Program Control Section. Lynn Eisenstein, clerk-steno, has also assumed her duties in the Program Control Section. Dick Gale has recently been selected as Chief, Program Control Section. Congratulations to John, Lynn and Dick.

More news from the Program Planning Branch. Sandy DeRuvo has taken on the additional duties of housewife sans house. Sandy became the bride of John R. Simak, also of Uncle Sam's team. Sandy awaits the day her man returns.

Lynn Eisenstein sports a large "rock" from Vin, her "one and only" - also one of Uncle Sam's team. (Richard Gale)

MILLVILLE FSS....

For the third time since 1957, the Millville Flight Service Station will play host to a foreign visitor over the year-end holidays. The visitor this year, Mr. Abdul Ghafoor, from Pakistan, is expected on December 3rd for a 5-week assignment.

Millville FSS has participated in the training of more than a dozen foreign nationals in the past four years, from Japan, China, Korea, Turkey, Lebanon and Viet-Nam. The holiday season mail usually brings greeting cards and occasionally token gifts, such as oriental fans or dolls in native dress from those who have returned to their homelands.

Watch supervisor Reginald A. Bennett plays the major role in programming for foreign nationals here. (Howard Zwicker)

LYNCHBURG, VA., COMBINED FACILITY

Air Traffic Control Specialist Vernon B. Reed, of Lynchburg's Combined Station tower, retired from Federal Aviation on December 15, 1961. Vernon joined the Civil Aeronautics Administration in February 1938 as a radio operator at the Gordonsville, communications station. Since then he has served at the Albany communications station and also the LaGuardia Field overseas station.

Vernon transferred to the Lynchburg, Virginia station in July 1954. With the inauguration of airport traffic control service at Lynchburg's Preston Glenn airport in 1957, he obtained an Airport Controller's certificate and has been in airport control work since.

Mr. Reed and his wife Alice have arranged to spend the winter in Orlando, and to return in the spring to their summer home on Mt. Pisgah, near Asheville, N. C., to continue experimenting with the growing and processing of old-time garden herbs, a long time interest. Their "Sweet Herb Blend" has been retailed for several years in the gift shops of Colonial Williamsburg and elsewhere.

TRAFFIC

The glow of Christmas is upon us again, and to our friends and associates especially, we take this opportunity to extend our very best wishes for a Blessed Merry Christmas!

Another glow running around the office these days can be attributed to the sparkler being worn by Virginia Rotolo. Congratulations Ginny!

Bob Anderson has recently moved from Procedures to Operation - we're sincerely sorry to lose Bob but diversity seems to be the price of success. Good Luck Bob, (maybe it will improve your bowling too).

Tom Balbi and Bert Coval, our two new Assistant Military Coordinators, are fast learning to live out of a suitcase - this business of keeping the peace takes a heap of traveling. Lou Pol, John Adam and Jerry Collins, recent additions to the En Route Procedures Section, are up-to-here in charts, maps, agreements, and more darn yaking than they ever thought existed. This is OJT in its purest form, fellows, stay with it. We overheard one chap say he wore out two lifetime pens in his first month with the R. O.

The dust hasn't quite settled since our last go at musical chairs, but the way it winds up has Marty Gach in as Military Coordinator, Bill Egan as Chief, En Route Section, and Mo. Moriarty as Program Coordinator. (John L. Moriarty, EA-591)

1961 GNYF CONTRIBUTIONS MORE THAN DOUBLES LAST YEAR'S

The 1961 appeal to FAA'ers on behalf of the Greater New York Fund started October 23 and ended November 30. The total of $2640.70 represents an increase of 65.3% over the amount collected in 1960. Per capita contributions similarly increased from $1.06 to $1.37.

This impressive record was given special recognition in a ceremony held on December 5, in the office of Mr. Joseph J. Regan, Chairman, Greater New York Fund Campaign. Mr. Walter W. Branford, representing the Greater New York Fund, presented Mr. Regan with a plaque congratulating all FAA employees who gave a helping hand in sponsoring the fund.

The 54 FAA keymen, who were the nucleus of the "Campaign Army" are to be highly commended for the enthusiasm, persistence and effort they manifested. A word of thanks is also due the Staff and Division Chiefs who provided stimuli to spark the campaign. Mr. Regan's active leadership in organizing, coordinating and promoting the campaign, earns him a vote of thanks.

Last, but most important, we should express our sincere appreciation to all employees whose donations helped the Federal Aviation Agency to top all previous contribution records in connection with the Greater New York Fund. (Ed. Note: Its been rumored that Joe's excellent job might earn him an annual chairmanship).

JOE REGAN RECIPIENT OF AWARD PLAQUE

Joseph J. Regan FAA's Eastern Region Chairman, Greater New York Fund (left) shown receiving plaque presented by Walter W. Branford, Greater N.Y. Fund representative. John Aronne Air Traffic Administrative Officer looks on.

R. O. NOTES

THINKING PAYS OFF

Tom Travaglini (second from left), Printing and Publications, receives award for having submitted the most beneficial suggestions in the Eastern Region. Tom's record of acceptance is also tops. Presenting the award is Anthony Aliffi, Acting Chief, Management Services Division. Michael Cahill, Chief, Publishing and Graphics Section (fourth from left), and Stanley Gottfried, Motor Fleet Management Unit (fifth from left). William Siegmund, Chief, Administrative Services Branch (first on left) gives approving nod to photographer.

CADPO OUTLINES PROGRAM

Region's Civil Aviation Defense Planning Officer, Remo Raviola discusses plans for a Disaster Control Coordinating Committee at New York International Airport.

left to right, Lt. Col. James E. Cummings, USAF; Mr. Frank Anton, Mohawk Airlines; Col. Vincent Carson, Airport Manager N.Y.P.A., N.Y. International Airport, N.Y.; Mr. Remo Raviola, FAA. Remo has been working with the Staff Members of the Regional Airports Branch and Flight Standards Division in formulating plans for their participation in the FAA Civil Aviation Readiness Program. Remo is outlining plans to visit each Airport District Office, Flight Standards District Office, and General Aviation District Office within the Region to assist in implementing this important Program.

FAA ADMINISTRATOR CERTIFIES SIKORSKY TWIN-TURBINE HELICOPTER

AN AVIATION FIRST. The Sikorsky S-61L airliner became the world's first twin-turbine helicopter to be certified for passenger work in November when Najeeb E. Halaby (right), presented final certificate papers to Lee S. Johnson, Sikorsky general manager (left). Looking on is Fred W. Milam, Vice President of Los Angeles Airways, which will put the new airliner into scheduled passenger service in December. The ceremony marking this aviation first took place at the Connecticut plant of Sikorsky Aircraft during the Aviation Seminar sponsored by Connecticut General Insurance, at which the FAA Administrator appeared as keynote speaker. The S-61L was certified to carry a maximum of 28 passengers and fly at a maximum speed of 150 miles an hour. The big turbocopter was developed under a multi-million dollar company-sponsored program.

NEW TYPE CERTIFICATE ISSUED

Flight Standards Chief Curt McKay presents type certificate for Volaircraft, Model 10, following evaluation flight at Zahn's Airport on November 30th. Above left to right: Mr. J. Gilberti, President of the Volair Aircraft Company; C. McKay, Chief, Flight Standards; J. G. Saure, Chief, Engineering and Manufacturing Branch, Flight Standards Division.

FLIGHT STANDARDS SEMINAR

A Business Executive Operations Seminar was recently held at the Allegheny County Airport, in conjunction with the Pittsburgh GADO. The Seminar was well received by industry, with approximately 150 corporate pilots in attendance. Other seminars will be conducted in the future, using the same format. Messrs. Bakke, McKay, Shipp; Washington representatives and other regional personnel attended the Allegheny County Airport Seminar. The panel, with Tom Dye as moderator, was composed of members from all Branches of the Division, as well as ATS and the Safety Regulations Division of the Washington office.

Messrs. Booth and Pearston reported for duty in the Air Carrier Operations Section. Mr. Booth transferred to the RO from the LGA FSDO; Mr. Pearston is new to the Agency. He retired from the Military about one year ago.

INTERNATIONAL LIAISON ACTIVITIES

VISITING VIETNAMESE COMPLETE FAA FAMILIARIZATION.....

Ted Uebel, Eastern Region's International Liaison, discusses itinerary with visiting Vietnamese who recently completed familiarization training in aeronautical communications operations in FAA's Eastern Region.
Above, left to right: Mr. Ted Uebel, Vietnamese, Nguyen Huu Phuoc, Nguyen Van Tan, Do Van Giap, and Nguyen Van Nhu, employed by the Director General of Civil Aviation in Saigon, Vietnam and Thomas Royals, International Services Officer, Technical Assistance Division, Washington, D. C. Program in the U. S. is sponsored by the Agency for International Development and is supervised by the Federal Aviation Agency.

In New York, they have been studying and observing communications operations at Aeronautical Radio, Inc. (ARINC) at Valley Stream, Long Island. As an extracurricular activity, they have also visited Pan American's, Trans-World Airlines' and RCA's Communications Center, and a special tour of NBC's television and radio broadcasting studios was also arranged for them. They were also especially interested in United Nations activities and had an opportunity to spend a day there.

Prior to their New York Familiarization, they received on-the-job training over a twelve week period at the San Francisco and Miami FAA International Flight Service Stations. Their training in combined station/tower activity took place at FAA's facilities in Beaumont, Texas and Pendleton, Oregon.

Following completion of their New York practical training, they proceeded to Norfolk, Virginia, where, under the guidance of the Fifth U. S. Coast Guard District, they will observe search and rescue operations and procedures at the Naval Air Station in Norfolk. They have also been invited to attend a Communications Seminar, sponsored by the University of Michigan, at Cacapon Lodge, Berkeley Springs, West Virginia, prior to their return to Washington, D. C.

Thanksgiving Day hospitality was extended to our Vietnamese group by a New York and New Jersey family and two of the group cordially accepted the invitation. This was their first opportunity to participate in this holiday festivity with an American family and they later expressed their gratitude and pleasure.

Their final briefing, exit interview, and preparation of evaluation reports at FAA headquarters in Washington, D.C., will be conducted by Mr. Thomas Royals, International Services Officer, Technical Assistance Division, Office of International Service. They will be departing for Vietnam shortly before the Christmas holiday season.

SMALL WORLD, ISN'T IT?

Ted Uebel recently reunited after 15 years, with Roberto Eli Yoder of Argentina.

Left to right: Mr. Uebel, Mr. Yoder and CAB's Ralph Stokes.

CIVIL SERVICE BRIEFS...

Before its adjournment recently, the 87th Congress during its first session took action on a number of pieces of legislation of interest to Federal employees. Among the proposals signed into law by President Kennedy were the following:

H.R. 3279 (Public Law 87-139) increases maximum per diem allowances for travel on official business from $12 to $16 a day, and the auto mileage allowance from 10 cents to 12 cents; it also provides for actual expenses of parking.

H.R. 2883 (Public Law 87-258) provides for the defense of suits against Federal employees arising out of their operation of motor vehicles in the scope of their employment.

H.R. 5490 (Public Law 87-378) returns to a calendar year basis the 15 days military leave to which each reservist or National Guard member employed by the Government is entitled.

H.R. 8765 (Public Law 87-391) extends the reemployment provisions of the Universal Military Training and Service Act to include service performed after August 1, 1961, not to exceed 4 years (plus any period of additional service imposed pursuant to law), except for those who had forfeited their reemployment rights because of more than 4 years' service between June 24, 1948, and August 1, 1961.

H.R. 6141 (Public Law 87-299) limits to cases involving national security the prohibition of payment of annuities to retired employees convicted of certain offenses (so-called Hiss Act).

H.R. 7377 (Public Law 87-367) increases to 1,989 the number of positions CSC may place in grades GS-16, GS-17, and GS-18, and authorizes an additional 263 high-level scientific and professional positions for certain agencies.

H.R. 2555 (Public Law 87-304) authorizes advance payments of compensation, allowances, and differentials for up to 30 days in cases of emergency evacuation of Federal employees.

Among legislative proposals on which some action was taken, but which were <u>not</u> enacted into law were the following:

S.1459, providing longevity step increases for postal employees, passed both Houses but was vetoed.

H.R. 1010, providing that on promotion or transfer to a position of higher grade an employee would receive not less than a two-step increase of the grade from which promoted or transferred, passed the House and is pending before the Senate Post Office and Civil Service Committee.

S.1070, providing for additional life insurance of $1,000 for employees whose salaries are less than $10,000 and $2,000 for those whose salaries are $10,000 and above, passed the Senate and is pending before the House Post Office and Civil Service Committee.

S.188, providing for voluntary retirement at age 55 after 30 years of service without reduction in annuity, is pending on the Senate Calendar.

A BIOGRAPHY BRIEF

Miss Susan Juliano, stenographer in the Motor Fleet Management Unit, EA-74 enjoys dancing and listening to progressive jazz. She's also a sports enthusiast --goes horseback riding, swimming and sailing.

.....BUSY STORK

Congratulations are in order for Peggy Sanborn and Pat Kowalewski, formerly secretaries in the Office of the Assistant Administrator, both gave birth to girls on December 11, 1961. They will name their children Susan and Denise respectively.

THESBIAN KREINDEL.....

Irving Kreindel, Chief, Audit Services Branch, has carried his gift as a fine raconteur to larger fields. Saturday evenings in November found him portraying Harry (the plumber) in an Oceanside presentation of the Avodah Players of "A Tree Grows in Brooklyn." His wife, Selma, and son, Mitch, were also members of the cast, while the other son, Bruce, aided in the production. This is Irv's fourth appearance before the footlights.

FAA's TOASTMASTER CLUB

The need for self expression sometimes gets the better of us...some have been known to mount soap boxes at Union square--others to climb banquet tables. FAA people, for the most part, mount the speaker's podium and talk about aviation and FAA. Some who have taken the speaker's gavel recently include:

Tom Dye, Chief, Business Operations Section, who addressed approximately 7500 members of the National Pilot's Association at Orange, Massachusetts.

Stanley Andrelcheck, Training Officer, Air Route Traffic Control Center, addressed members of the Aerospace Education Council in Long Island City.

Jack Saure, Chief, Engineering and Manufacturing Branch, addressed members of Aviation High School on Aviation Safety.

Oscar Bakke, Assistant Administrator, addressed members of the Air Traffic Control Association; the Borough President's Committee on Aviation Problems; the American Legion's Aviation Post; and the Nassau County Noise Abatement Council.

Bob Brown, Chief, Aviation Facilities, spoke at New Hampshire State Aviation Commission meeting, subject: "Airport Development and Navaid implementation."

Mike Mitsakos, Training Officer, Idlewild Tower, addressed "Air Age" group intent on learning about tower operations...

Leo G. Marshall, Tower, Chief, Philadelphia, represented FAA at various ceremonies including the inauguration of Caravelle Flights at Philadelphia International Airport and local radio and television appearances. Leo also participated in the television production of "The Shrinking Sky."

Miss Adrienne Gerbino, clerk-stenographer, Procurement Section interested in sketching, dancing, bowling, horseback riding and music. Adrienne sketched THRUST's Christmas cover.

FLIGHT STANDARDS HOLDS POCONO SEMINAR

Curtis McKay's Flight Standards Division held a two-day seminar at the High Point Inn, Mt. Pocono, Pa., on November 8 and 9. High points of the seminar were presentations by Oscar Bakke, Assistant Administrator; Marty White, Chief, Legal Division; Wayne Hendershot, Deputy Assistant Administrator; Dr. Bill Albers, Senior Flight Surgeon; George Moore, Deputy Director, FSS; Dick Battle, Assistant Chief, Aviation Facilities, Irving Mark, Chief, Budget Division; Dick Farrell, Chief, Personnel; Marty Gach, Chief, En Route Procedures Section, and Remo Raviola, Civil Aviation Defense Planning Officer. Mr. McKay emcee'd the conference, and discussed National Aviation goals.

Supervisory Inspector Lynn Probst, Philadelphia FSDO, was named as winner of the Incentive Awards Program Supervisory Contest, and presented with a plaque and a one-hundred dollar bond.

Considered to be quite a success, the conference also gave Mr. McKay an opportunity to announce the appointment of Mr. A. J. Behrens as Chief of the Operations Branch.

FAA PERSONNEL present Repair Station Certificate to General Electric Company. Participating in the ceremony were:

Left to Right, John J. Diorio, Supervisor Quality Control, General Electric Company; T. Mahon, Jr., Manager, General Electric Company, New York Aircraft Service Shop; Jules DeCrescenzo, Principal Maintenance Inspector, GADO EA-18, Teterboro, N. J.; George G. Donner, Maintenance Inspector, GADO EA-18, Teterboro, N. J.

WASHINGTON CENTER

Frank Wedderburn, who has been moving about the FAA Latin American circuit for the last three years returned to Washington Center this month. Frank will take up duties as Facility Officer, Proficiency and Development, in his old surroundings. Welcome back, Frank.

Another Washington Center alumnus returning to his old haunts last month was controller Jack Williams. Jack spent a few months in private industry before making his "180°" back to Washington ARTC.

ATCS Bertus Matthews leaves Washington Center this month for Fairbanks Center. He should be there just about in time to celebrate the Yuletide in the 49th state--if he has brought along a good supply of anti-freeze, that is.

Leaving Washington Center and the FAA for a post in the Coast and Geodetic service is ATCS William D. Sellers, assistant controller and flight data processor during his stay in ZDC.

Australia-bound Frank Buzzoni thought of the chaps he left behind in Washington Center and dropped them a line on ship stationery last month. After an idyllic passage via the scenic Pacific route--Hawaii, Japan, Hong Kong and the Philippines, Frank and his wife expect to arrive in Sydney, Australia and their new home just before Christmas. We'll be looking for pioneering Frank's next report, in which he'll tell how they run their air traffic control system "down under."

Ken Goins of Washington Center sustained a painful injury to his right hand last month in a car-door slamming accident. Ken entered the car with his hand resting on the door frame. Not daunted; however, Ken left for his home in Georgia to celebrate Thanksgiving, arm in cast, and learning how to become a southpaw.

If you've been eating more venison lately but enjoying it less, take a tip from Washington Center Coordinator, Frank Graves, who knows whereof he speaks when it comes to serving up deer meat. Frank bagged his deer--a four-point-buck--early in the season, says that you haven't tasted venison until you've had it hot off the ol'back-yard charcoal grill in midsummer, when it's really a switch from the usual 'burgers and steaks.

Controller Greg Faith of Washington Center also started the hunting season off successfully by getting himself a deer not far from his farm in outlying suburban Virginia last month. That's bringing home the bacon, so to speak--a whole freezerfull! (Chester C. Watson).

MELODY FROM AN ATC

Dick Harris, journeyman controller at Syracuse CS/T, sings with a barber-shop quartet called "The Chordables." On November 4, 1961, in Utica, New York, the Chordables competed to win top honors and become the 1961-62 Senaca Land District Champions. Geographically, Senaca Land District takes in most of New York State and parts of Northern Pennsylvania.

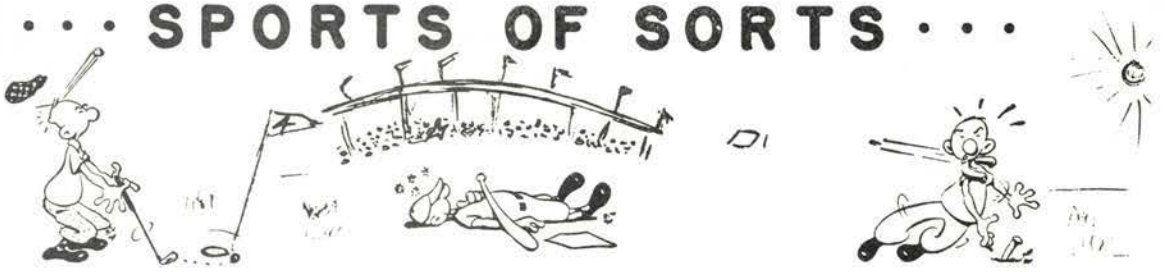
Dick has been with FAA at Syracuse for four years; is married and has a seven year old daughter. An ex Air Force Traffic Controller, Dick finds his harmonizing activities an excellent source of relaxation especially after heavy instrument days in the tower.

Left to right, Sam Strobert, Baritone; Dug Peck, Bass; Phil Lambrinos, Tenor; and FAA Dick Harris, Lead.

CLEVELAND, OHIO

Among the Oberlin SMS employees is Jerry Fahler, who transferred from NASA where he worked with astronauts, Shepherd, Grissom and the rest of their preparation for space flights.

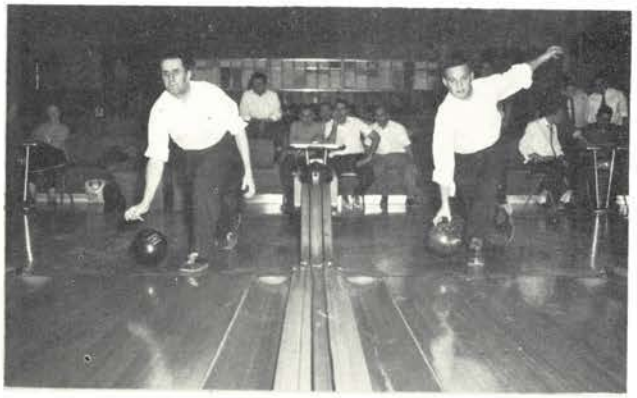
···SPORTS OF SORTS···



TENNIS ANYONE???????

Leo Tedesco, Assistant Chief, Domestic, New York Center, still wields a wicked racquet. Leo (below, left) with Elwood Cook - (former National Doubles Champ - with partner Bobby Riggs) - was a ranking member of the U.S.L.T.A. prior to service during World War II with the Air Force. Leo and Elwood Cook participated in numerous exhibitions at various tennis and country clubs throughout the eastern seaboard; endeavoring to further public interest in the sport.

Athletically inclined since his early years at Brooklyn Tech. High School, where he engaged in tennis, football, and ice hockey, he still manages to play in tournaments but professes he does so only because of his love for the sport and a desire to keep trim.



NEW YORK AREA BASKET-BALL FANS NOTE:

Something new has been added for basket-ball fans in the Idlewild Airport area. Pan American at Idlewild has gathered a few airlines and facilities and has formed an Airport Industrial League.

Hopeful of having a winning season, New York Center has entered a well seasoned quintet and hopes to top the performances of the other entries which include: Idlewild Tower, Pan American (Idlewild), Delta Airlines, S.A.S., Pan American (Long Island City) and New York Center.

Family parties welcomed- Admission free, wholesome entertainment. P.S. Pan Am defeated N.Y. Center in the first contest by a 47-42 score.

The "Federals", as the center five will be known, are comprised of such familiar faces as: Frank Storr, Mike Rock, Ed Williams, Ed Ezekial, Bernie Garbowski, Jack Fisher, Ray Sulwukowski, Russ Redlein Stu' Forbes, Ron Morrison, Ted Fagan, .. Bernie Bernknopf, Buzzy Porter, Guido Cordova, Chuck Griswell, Francis Vaughn, Bob Hayes, Jim Hutchins, Angie Ciolli, -- Ray Alvarez, Bruce Houston and last but not least Bill Van Der Heyden. Its a big squad with big plans.

All the league games will be played at the Woodrow Wilson, H.S. Gym located at Baisley Blvd. just off Rockaway Blvd. Game time 7;15 on Tuesday and Thursday evenings, holidays excluded.

TIMBER!!!!

This excelent action shot of two New York Center bowlers during a recent league game just happened to capture Joe Libutti, (left) and Jack Lane, (right) as they threw strikes.

...OVER THE REGION

HELENE BENTZ REPORTING.....

The FAA International Bowling League has been in swing for twelve weeks now, and bowlers are finding that there is quite a bid of keen competition among the league.

The men can't seem to beat the high game of 224 bowled by Jack Compbell on our second night of league bowling. Marilyn Reaper recently regained high game honors for the girls with her game of 177. High series is held by Bob Anderson with 547 and Edna Schmittou with 473. Boasting high averages for the league are Vince Bocchetto and Hugh McEvoy both with 155 and Marilyn Reaper with 141.

League standings are:

	WON	LOST
1. Rascals	29	19
2. Aces	28	20
3. LaGuardia	25½	22½
4. Vikings	25	23
5. Sharpies	22½	25½
6. Hybrids	21	27
7. Steamrollers	20½	27½
8. Hi-Five	20½	27½

Nice bowling on November 25th by substitute Larry Cronin who bowled 208, 187 and 167 for a series of 562.

Enthusiasm, good sportsmanship, plus fine bowling are helping to make our league exactly what it should be - a good one. Keep it up. (Helene Bentz)

BOWLING ANYONE????

Ray Sulukowski, N.Y. Center Controller possessor of a life-time average in excess of 190 is shown receiving a trophy for his prowess. Rays' 290 led to the presentation by Joe Olivirei, manager of Falcaros'.

Ray plans a series of exhibitions during the summer thunder-storm season.

Quonset Pt., R.I.
QUONSET BOWLERS.....

Quonset RATCC has two bowling teams in a local league. One team, the "Fish Spotters" is near the top; the other team, the Pop-Ups" have no desire to discuss their standing. Fred Crowley will be spending December with CJRAS (Civil Jet Radar Advisory Service) in Machias, Maine. Ken Sherman has just returned from Machias. (John P. Regan)

'A HUNTING WE WILL GO'.....

ATCS Mack Jones managed to aid in the kill of a deer with his trusty bow and arrow during the recent deer season. It seems Mack and another companion shot the same deer, Mack's arrow broke a hind leg and the other arrow broke its neck. Need to say who got the deer? (Ed. note: Mack should have gotten the part that went over the fence last!) (Rolla E. Vice)

'WE POINT WITH PRIDE'

Can you remember when you were a student pilot on a solo cross-country flight? Suddenly that "what am I doing up here" feeling takes hold of you! You realize that while you've been flying along, darkness has begun to set in and suddenly nothing you see below has any resemblance of familiarity! What to do? You are in VFR weather conditions but where are you? Your knowledge of instrument navigation is very limited, at least it's not good enough to rely on at a time like this. This is the situation that happened to the pilot of a Cessna 172 who was attempting to fly from North Adams, Mass. to Orange, Mass.

At 2127Z our Cessna 172 contacted Gardner Radio and advised that he was lost, and requested assistance. Controllers Charles Kelly and Donald Cherry of the Worcester Combined Station/Tower questioned the pilot and determined that he had ample fuel. They also assured him that weather was good in their area; however, the pilot appeared to be excited. Our controllers, realizing the need for a word of confidence and assurance at this time told the pilot that they anticipated no difficulties in locating him. Controllers Kelly and Cherry alerted Bedford Tower in an attempt to obtain a D/F bearing; however, Bedford Tower was unable to receive any transmissions from the aircraft. The pilot was then requested to determine what radial of the Gardner VOR he was intercepting. He replied that he was receiving the 060° radial, but the accuracy of his equipment was questionable and he wasn't too familiar with its operation. This information wasn't very helpful, so our controllers next alerted the Westover Air Force Base and Boston Center Radars for possible assistance. The Cessna was requested to make a 360° turn, but this did not result in either facility being able to radar identify the lost aircraft. The next step consisted of getting reports from the pilot as to the landmarks over which he was flying. The pilot described prominent landmarks and bends in a river. Having a knowledge of local terrain and landmarks, the position of the Cessna was tentatively established and a heading to be flown was issued to the pilot. This heading should take him to Westfield Airport. The controller at Westfield Tower was alerted and information which could aid the lost pilot was collected and transmitted to him. In a few minutes the pilot picked up the friendly sight of an Airport just ahead. The controller at Westfield Tower advised that he had the aircraft in sight. Our pilot friend who, only a short time ago was very much concerned about his possible future had now fully regained his composure even to the point of passing up Westfield and landing at Bradley Airport. The services of the FAA which had been rendered by Air Traffic Specialists - Charles Kelly and Donald Cherry were appreciated not only by the pilot but also by other pilots in the area, one of whom advised Mr. Halaby in glowing terms of the service rendered by FAA controllers.

C.R. KELLY

D.A. CHERRY

LEGAL BRIEFS----------

Miss Virginia LaRocco of the Legal Division was married on Saturday, September 16, 1961, at a solemn high Nuptial Mass in the Church of St. Anthony of Padua, South Ozone Park, N. Y., to Mr. Paul Emmi. The Reverend Joseph Fusco, Pastor of St. Anthony's, officiated. After the Mass the Papal Benedication was conferred on the newly married couple. Best wishes to Virginia for a very happy married life.